

CLASSIFICATION CONFIDENTIAL SECRET-CONTROL/US OFFICIALS ONLY			
Approved For Release 2002/08/08 : CIA-RDP82-00457R010700230007-5			
COUNTRY	Germany (Soviet Zone)	REPORT NO.	
TOPIC	Construction at Fuel Depot at Radensleben	25X1A	25X1A
EVALUATION	25X1X	PLACE OBTAINED	25X1C
DATE OF CONTENT	19 November to mid-December 1951		
DATE OBTAINED		25X1C	DATE PREPARED 29 January 1952
REFERENCES			25X1A
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
25X1X			

During the period from 19 to 30 November 1951, a detail of about 150 men including 5 officers and 1 doctor was employed for clearing up work at the newly established fuel depot at Radensleben. The detail departed for an undetermined destination on 30 November, leaving only a guard detail of about 10 men. On 24 November, work was begun on the construction of an overhead line, which branches off from the high tension line near Altfriesack and is to lead to a transformer station which will be built at the depot. Orders for the erection of eight 6-meter watchtowers were also given. On 26 November, four carloads of pipes about 8 cm in diameter and 10 meters long, adequate for a pipe line about 4,000 meters long, arrived. On 27 November, the fuel containers of the depot were equipped with lightning conductors. A fuel container 10 meters long and 2.7 meters in diameter, and another one 4 meters long and 1 meter in diameter were unloaded at Radensleben railroad station. In early December, 134 buried fuel containers, in groups of four at 50 meters intervals, were counted at the depot. All the containers were tested prior to their installation by pumping water from the lake into them. On 15 December, the spur track to the depot was accepted in its temporary status by railroad authorities. In mid-December, 15 more fuel containers each of them with a capacity of 24 cubic meters, arrived, allegedly to be placed along the spur track. *

25X1A * Comment. The technical data contained in the report indicate that the depot will be a major installation. The arrival of pipes proves that a stationary filling system will be constructed. Information on the depot was transmitted previously. See . In 25X1A a comment to a previous report, the assumption was voiced for the first time that the fuel depot of the GDRG in Velten would be transferred to Radensleben. During recent months, it was noted that 25X1C Unit in Velten was the consignee of several fuel shipments dispatched in large railroad tank cars from Mittweida, although no information on construction work at the Velten depot had been obtained. 25X1A See . It is believed that these shipments were dispatched to Velten for concealment reasons

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and were rerouted from there to Radensleben. Direct fuel shipments to Radensleben have not been observed to date. This fact also supports the assumption that the construction of a new fuel depot at Radensleben is connected with the installation in Velten.

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